

The China Mail

Established February, 1843.

VOL. XLIX. No. 9415.

三月十四年三十九百八十一號

HONGKONG, TUESDAY, APRIL 11, 1893.

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL:

LONDON.—R. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. G. GEORGE STANT & CO., 30, Cornhill. GORDON & GOUGH, Indigo Circus, E.C. BAXTER & CO., 37, Wallbrook. BAKER & DEAN & CO., 150 & 154, Leadenhall Street. W. M. WILLS, 151, Cannon Street, E.C. ROBERT WATSON, 150, Fleet Street.
PARIS AND EUROPE.—AMERI-PHARM, 36, Rue Lafitte. PARIS.
NEW YORK.—J. STEVENS HAPPER, The Chinese Evangelist, Oyster, 53, West 22nd Street.
SAN FRANCISCO and American Posts.—BEAN & BLACK, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOUGH, Melbourne and Sydney.
SYDNEY.—W. M. SMITH & CO., The Apothecaries' Co., Columbia.
SINGAPORE, STRAITS, &c.—KELLY & WALSH, LTD., Singapore.
CHINA.—MEXICO, A. DA CRUZ, Agent. N. MOALE & CO., LIMITED, FOBBO, HEDGES & CO., LTD., LANT, CHARTFORD & CO., LTD., KENT & WEST, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Notice of Fifth.

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

DURING my temporary Absence from the Colony, Mr. W. A. DUFFEY has been appointed Acting SECRETARY from this date.

By Order of the Board,

W. H. WALKER,
Secretary.
Hongkong, April 4, 1893. 634

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £10,000,000.

SUBSCRIBED CAPITAL, £5,000,000.

HEAD OFFICE—HONGKONG.

Directors.—CHOW TUN, SHANG, CHAM KEE SHAN, ETC. ETC. W. WOTTON, ETC. O. J. HIRST, ETC. KWAH HOY, SHUN, ETC.

Chief Manager.—GEO. W. E. PLATTAIR.

Branches.—LONDON, YOKOHAMA, SHANGHAI, AMoy, and ROOKEW.

THE COMMERCIAL BANK OF SCOTLAND, PAMP'S BANKING CO. and THE ALLIANCE BANK (LTD.)

Interest for 12 months Fixed 5%.

do. do. 4%

do. do. 3%

Current Accounts 2%

Hongkong, January 7, 1893. 47

Intimations.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

AT THIS DATE NO FULLY PAID-UP SHARES of this Company will be transferred on which the Calls on the NEW SHARES standing in the same Name remain unpaid.

By Order,

R. LYALL,
Secretary.
Hongkong, April 10, 1893. 671

NOTICE TO MARINERS, No. 29 (SPECIAL).

SHANGHAI DISTRICT.

WOOSUNG INNER BAR.

Marks and Lights for Feima Channel : probable discontinuance of.

NOTICE is hereby given that the depth of water on the Woosung Inner Bar in the line of the Feima Channel Mark is now the same as in the line of the Old Mark. The channel that the mark and lights for the Feima Channel will be discontinued whenever, and so long as, the depth in that passage shall be less than the depth in the line of the Old Bar Marks.

A. M. EISNER,
Coast Inspector.
Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 4th April, 1893. 672

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY General MEETING of THE CHINA FIRE INSURANCE COMPANY, LIMITED, will be held at the Offices of the Company, No. 2, Queen's Road Central, Victoria, in the Colony of Hongkong, on MONDAY, the 1st day of May, 1893, at 3 o'clock in the Afternoon, when the subjoined Resolution will be proposed:—

That the First Subsection of Article 103 of the Articles of Association of The China Fire Insurance Company, Ltd., with its marginal note, be expunged, and that in lieu thereof the following Subsection be inserted, viz.:—

Resolved—It may invest the Funds of the Company in upon English, Indian, and Hongkong Government Stocks, Bonds, and Funds; and in upon the Stocks, Bonds, Funds, and Securities of any Foreign Government, Country, or State, and upon Mortage of freehold leasehold property in Hongkong or elsewhere, and in upon deposits or loans at interest, to any Banking Institutions wherever established, and in upon such other Securities as it may in its discretion think fit, and may from time to time convert or realize any monies so invested and re-invest the same in or upon any of the Securities aforesaid as occasion requires.

By Order of the Board;

JAS. B. COUGHTRIE,
Secretary.
Hongkong, April 8, 1893. 664

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

London Joint Stock Bank, LTD.

Interest allowed on Current Accounts at

the rate of 2 % per annum on the daily balance up to \$200,000.

On Fixed Deposits:

For 6 months 5% per cent. per annum up to \$200,000.

For 12 months 5% per cent. per annum in excess of \$200,000.

F. DE BOVIS,
Chief Manager.
Hongkong, April 7, 1893. 1458

THE MERCANTILE BANK OF INDIA, LIMITED.

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

AUTHORIZED CAPITAL, £1,500,000.

SUBSCRIBED, £1,25,000.

Bankers—

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at

the rate of 2 % per annum on the Daily Balance.

ON FIXED DEPOSITS:—

For 12 Months 5%.

For 6 Months 4%.

For 3 Months 3%.

JOHN THURNBUR,

Manager, Hongkong.

Hongkong, February 4, 1893. 228

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-

ducted by the HONGKONG AND

SHANGHAI BANKING CORPORA-

TION. Rules may be obtained on ap-

plication.

INTEREST on deposit is allowed at

3% PER CENT. per annum. Depositors

may transfer at their option balances of

\$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on

FIXED DEPOSIT at 4% PER CENT. per

annum.

For the Hongkong and Shanghai

Banking Corporation;

F. DE BOVIS,

Chief Manager.

Hongkong, August 1, 1891. 1818

Business Notices.

LANE, CRAWFORD & CO.

SINGLE STICKS AND MASKS.

FENCING FOOLS AND MASKS.

NEW VENTILATED BOXING GLOVES.

FOOTBALLS, DUMB BELLS, QUOITS.

RALEIGH BICYCLES.

AMERICAN "HARTS' SQUEEZERS" PLAYING CARDS, CHESS,

BACKGAMMON, DRAUGHTS, DOMINOES, DICE AND CUPS, DRAUGHT AND

CHESS BOARDS.

CRICKETING SUPPLIES.

BILLIARD CUES.—A good Assortment of Plain-shaft, Balanced Handles and

Chamfered Cues.

BILLIARD BALLS, CUE TIPS, CEMENT, POCKETS, CLOTH, RESTS,

CHAISE, CUE-TIP FASTENERS, SPOTS, BRUSHES, &c.

A COMBINATION BILLIARD AND DINING TABLE.

SAOLON and BOOK RIFLES, MATCH RIFLES, COINS REPAIRING

CARBINES, WINCHESTER MAGAZINE CARBINES.

HAMMERLESS POWLING PIERS in CASES, COMPLETE.

SMITH & WESSON'S REVOLVERS, BULL DOG REVOLVERS, COINS

REVOLVERS, SADDLERY and STABLE REQUIREMENTS.

LANE, CRAWFORD & CO.

Hongkong, March 2, 1893. 400

W. POWELL & CO.

FURTHER SHIPMENTS OF

NEW MILLINERY.

LADIES' and CHILDREN'S UNDERCLOTHING,

INFANTS' DRESSES,

&c., &c., &c.

W. POWELL & CO.

Hongkong, April 11, 1893. 679

NOTICE TO MARINERS, No. 28 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

BONHAM STRAIT.

WRECK OF S.S. PEKING: REMOVAL OF BUOY FROM.

HAVING reference to the blasting operations on the wreck of the S.S. Peking, which lies in Bonham Strait, with Bonham Island Lighthouse bearing S. 33° 25' E. distance 4½ miles.

Notice is hereby given that the wreck having been carefully swept over and no portion of it found to have a less depth than 5 fathoms over it at low water of ordinary spring tides, the buoy by which it was marked has been removed.

A. M. BISBER,
Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 1st April, 1893. 653

NOTICES to Consignees.

GLEN LINE OF STEAM PACKETS.

FROM MIDDLESBRO, LONDON, PENANG AND SINGAPORE.

THE Steamship Glenorchy having arrived from the above Ports, Consignment of Cargo by her and hereby informed that their Goods will be landed at their risk at the Godowns of the Glenorchy Wharf and Godown Co., Inc., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. To-DAY, the 5th Inst.

Cargo remaining undelivered after the 11th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 18th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO., Agents.

Hongkong, April 5, 1893. 640

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNNEES.

STEAMSHIP SIKH, FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNNEES of Cargo are hereby informed that all Goods being landed at their risk at the Godowns of the Glenorchy Wharf and Godown Co., Inc., at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned or on or before the 11th Inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th Inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SIEMSEN & CO., Agents.

Entertainments.

Under the Distinguished Patronage of His Excellency Sir WILLIAM ROBINSON, K.C.M.G.; Excellency the Hon. Sir EDMUND B. FREMANTELE, K.C.B., C.M.G.; and His Excellency Major-General DIGBY BARKER, O.B.

GRAND CONCERT,
by PUPILS of MAESTRO CATTANEO,
*In Aid of the Purchasing of
THE NETHERSOLE HOSPITAL
(SUPPLEMENTARY TO THE 'ALICE'S HOSPITAL'
HOSPITAL), at present in course of erection.*

St. ANDREW'S HALL.

POSTPONED UNTIL
THURSDAY, the 13th April.

PROGRAMME.

Part I.

- Opening Scene: Pretty Maiden Sing; Romanza and Chorus. It was a Knight; Romanza, 'Tis the Harp in the Air; Angelus Chorus—Maritana, by Wallace
- Aria for Bass, Disposa seu Vada—Ida Huguemont, by Mme. Verdi
- Aria for Contralto, The faro, Offre and Eridanos, by Giacomo Puccini
- Aria for Tenor, Maria Carolina de Souza
- Aria for Alto and Chorus, La Traviata, by Verdi
- Romanza for Baritone, Un Ballo in Maschera, by Verdi
- Arias and Allegro for Soprano, I Puritani, by Bellini
- Ave Maria, for Bass and Chorus, by A. Cattaneo

Part II

- Aria for Soprano, and Miserere for No. 2, Arias—The Duke and Chorus—Il Trovatore, by Verdi
- Aria for Contralto, The faro, Offre and Eridanos, by Giacomo Puccini
- Aria for Tenor, Come Gentle Sleep, Ivanhoe, by Sullivan
- Waltz, From the Pacific to the Atlantic, for Violin and Piano, by A. Cattaneo
- Habaneras and Bolero, for Soprano, by Meyerbeer
- Aria for Alto, The Salve Diomira, Faust, by Gounod
- Grand Aria for Bass, Macomette Secondo, by Rossini
- Dust for Soprano and Contralto, Stabat Mater, by Rossini, [No Encores.]

Tickets, Two Dollars each, may be had from Mr. Basler, Messrs. Kelly & Walker, Messrs. Lang & Taylor & Co., and Messrs. Monteath, Robinson & Co., Hongkong, April 1, 1893. 518

A S S A U L T - A - T E M S
AT THE
VICTORIA RECREATION CLUB,
On FRIDAY, the 14th April,
Commencing at 5.45 p.m.

PROGRAMME.

Horizontal Bar, Indian Club Exercises, Parallel Bars, Indian Wrestling, Vaulting Horses, Blondin Recitatives, Rope Climbing, BOXING—LIGHT, MIDDLE, and HEAVY WEIGHT CHAMPION FENCING COMPETITION (Final Bout) for Silver Cup presented by the Committee, LINGUISTIC GYMNASTICS by the LION COMIQUE, concluding with A TERRIBLE TULWAR TUGGLE by the PANTHALAANS. Non-Members—Admission, \$1.00. Tickets may be obtained from the Steward, Hongkong, April 7, 1893. 658

Intimations.

CHINA REVIEW'
BACK NUMBER 8
VOLS. IV. TO XVI.
FOR SALE AT HALF-PRICE.

A CURE FOR ASTHMA!!!

GRIMMault's Indian Cigarettes.

Asthmatic People who suffer from Oppression in breathing, stiffness sensations, Hoarseness, and Loss of Voice, Nervous Coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal Affections, and especially in Expectoration, are promptly relieved by these Cigarettes.

GRIMMault & CO., Paris. Sold by all Chemists.

GRIMMault's

Matico Capsules AND INJECTION.

Renowned Physicians prescribe Grimmault's Matico and its injection at the same time the most inoffensive remedy in the treatment of Acute and Chronic Diseases. These Capsules, unlike Copates, have not the inconvenience of producing Nausea.

MATICO INJECTION is used in recent Chronic Cases.

GRIMMault & CO., Paris. Sold by all Chemists.

For Sale by A. WATSON & CO., Chemists.

Intimations.

THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a bituminous Coal of dark reddish colour. For Steam purposes, it has been pronounced to be the best and the most economical of all the Japanese Coals.

The export is increasing yearly, and the opinion expressed by several of the largest regular consumers are in testimony of the excellent qualities of the Coal.

Attention is called to the following ADVANTAGES to Shipowners and Captains, who Coal their bunkers direct from the Undersigned:

Freshness of the Coal.

Uniformity of quality.

Freedom from impurities.

Supply in any quantity on shortest notice.

Quick despatch.

Best of weight, etc. etc.

MITSUI BUSSAN KAISHA,

Sole Agents.

Hongkong, October 1, 1892. 1714

Mrs J. McCullum,
Mrs Eddie,
and Ladies & Gentlemen Amateurs

Mr Krzel

Mrs A. G. Gordon

Mr C. H. Grace

Mrs G. S. Coxon

Mr C. Holliday,
and Ladies & Gentlemen Amateurs

Miss E. Carvalho

Mr F. J. East

Mr F. D. Guedes

Mr C. Lamert

Mr C. Holliday

Mrs A. G. Gordon

[No Encores.]

Tickets, Two Dollars each, may be had from Mr. Basler, Messrs. Kelly & Walker, Messrs. Lang & Taylor & Co., and Messrs. Monteath, Robinson & Co., Hongkong, April 1, 1893. 518

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

STEAM TO SHANGHAI & KOBE.

The Co.'s Steamship, Maria Valerie.

Captain MITZ, will leave for the above places on THURSDAY, the 13th Inst., at Daylight.

For Freight or Passage, apply to DAVID SASCON, SONS & CO., Agents.

Hongkong, April 11, 1893. 636

Miss E. Carvalho

Mr C. Holliday

Mrs A. G. Gordon

[No Encores.]

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For Freight or Passage, apply to

DAVID SAS

THE CHINA MAIL.

TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL"]
(Via Southern Line.)

COMMERCIAL BANK RE-OPENED.

LONDON, April 10, 1893.

The Commercial Bank of Australia has re-opened its doors.

HOME RULE BILL.

The Government are hopeful of the second reading of the Home Rule Bill on Friday, and relying on that likelihood its supporters refrain from speaking. The Unionists predict the debate will be prolonged until the following Friday. Lord Randolph Churchill made two vigorous anti-Home Rule speeches at Liverpool.

EARTHQUAKES IN EUROPE.

Earthquakes, causing great damage, have taken place in Hungary, Bulgaria, and Servia.

LOCAL AND GENERAL.

PASSED SUZI CANAL.
OUTWARD BOUND.—Anderson, Feb. 21; Torrington, 24; Queen Anne, March 3; Capo Corvo, Taurus, 7; Hornshead, Amaranth, Straboc, 10; Golden Cross, 14; Pathan, Glenary, Belton, 21; Breconshire, Orion, 21; Melbourne, Thibet, 28; Apia, Bengal, Finegay, Iris, Irene, April, 14; Bushwicks, 28; Etowah, May 3; Aden, 14; Taylor, 17; Eton, Palamedes, Salatiga, Sydney, Malacca, April 4.

The Pacific Mail S. S. Co.'s. City of Rio de Janeiro, with mails, &c., from San Francisco to 23rd March, leaves Yokohama for this port on Wednesday, April 12, at 2 p.m., and may be expected here on or about Monday, April 18.

The Norddeutsche Lloyd Co.'s steamer Oldenburg, with the German Mail of March 13, left Singapore on Saturday, 8th inst., and may be expected here on or about Thursday, 13th inst.

The Northern Pacific Company's a. s. Taonan left Victoria, B.C., for Hongkong, via Japan ports on Sunday, March 20.

The R. M. S. Empress of India left Antwerp for Hongkong via Yokohama, Kobe, Nagasaki and Shanghai on April 3.

To O. & O. a. s. Gæte, with mails, &c., left San Francisco for this port via Honshu and Yokohama on the 4th inst.

The China Mutual Co.'s steamer Ningpo, from Glasgow and Liverpool, left San Francisco for this port on April 8, and may be expected here on or about April 14.

The P. & O. Co.'s steamer Farness left Singapore on April 9, and may be expected here on or about Monday, April 15.

The E. & A. Co.'s. Mercurius, from Sydney, left Port Darwin on the 6th inst. for this port, and may be expected here on or about the 15th inst.

The E. & A. Kutung, with mails, &c., from Calcutta and Straits, left Singapore on April 11, and may be expected here on or about April 17.

The P. & O. Co.'s. Shantung left London for this port on March 11.

To-day in the Supreme Court, Mr. W. W. Munsey, who has joined Messrs. Wotton and Deacon's office, was admitted to practice as a solicitor by the Chief Justice.

Messrs. Jardine, Matheson & Co. inform us that the s.s. Kutzang, from Calcutta, left Singapore for this port on Tuesday at 6 a.m.

Last night, Detective Sergeant Green broke a gambling establishment at 67 Hollywood Road, and arrested nine men, one of whom was further charged with assaulting a hukong. The keeper of the den was fined \$10, with the option of a month's imprisonment. The others were fined small sums, and one of them, a young boy, was ordered three strokes of the rattan.

At the Magistracy to-day two boatmen and a boatwoman were charged with stealing 200 catties of sugar, the property of the U.S. Hop Shop, on 1st or 2nd inst. They pleaded not guilty, and Mr. C. D. Wilkinson appeared on their behalf. It was shown by the evidence that the sugar was being removed from the steamer Gwendy to godowns at Wan Chai, when it was stolen. Capt. Hastings found the case proved, and bound the accused over, in sums ranging from \$75 to \$50, to be of good behaviour for six months, with the alternative of short terms of imprisonment.

On Sunday night a hukong on duty on the Pokfulam Road observed six men on the hillsides carrying baskets covered with matting. He shouted to them to stop, but they dropped the baskets and ran away.

One man was arrested, and the hukong found that the baskets contained portions of the carcasses of a bullock. Subsequent inquiries revealed the fact that a bullock had been slaughtered on the hillsides near Belcher's Battery. The man was brought before Captain Hastings at the Magistracy to-day charged with slaughtering cattle outside the slaughter-house. He was convicted, and fined \$10, with the alternative of a month's imprisonment.

Four men belonging to the Hongkong Regiment were charged by Inspector Hanson at the Magistracy to-day, before Capt. Hastings, with defiling a public well at Tai-mak-tao. Inspector Hanson stated that yesterday afternoon he saw the accused washing clothes at the very edge of the well, near the Naval Dockyard, Kowloon, and that the water was being polluted. The well is used by the boating population. A jemadhar from the Hongkong Regiment stated that the men of the Regiment, by orders read to them three or four days ago, were forbidden to go to the well. His Worship fined them \$3 each, with the alternative of fourteen days' imprisonment.

The Band 1st Shropshire L. I. will play the following programme at the "Officer's Mess," Murray Barracks, this evening, commencing at 8 o'clock—

Overture... "Light Cavalry" Super.

Solo... "Princess Ida" Sir A. Sullivan.

Valses... "Gounod" Sir A. Sullivan.

Gavotte... "Willkommen" Klara.

The Pacific Mail S. S. City of Rio de Janeiro, with mails, &c., from San Francisco to 23rd March, leaves Yokohama, and will leave for this port to-morrow, at 2 p.m.

As will be seen in our advertising columns, performances will be given on the evenings of Friday and Saturday next, in the City Hall, by the famous Imperial Ching Ling Foo troupe of wonder-workers, from Peking. The feats performed by the troupe are spoken of very highly, and those who wish to see something novel should not fail to be present on either night.

It would appear that the damage sustained

by the steamer *Charters Towers*, by striking a rock near Waglan ten days ago, was very considerable. She has now been docked, and it has been found impossible to learn exactly the total extent of the damage internally. The steamer seems to have first come into contact with the rock on the port bow, almost abreast of the fore hatch, to have lifted and bumped heavily amidships, near the engine room, and again astern of the engine room; and it is apparent that it had not been for the prompt action of Captain Murray in running her into Junk Bay and beaching her, she would, in all likelihood, become a total wreck. The damage extends along the port side for nearly 200 feet. Between thirty and forty places will have to be renewed, together with a portion of the inside flooring and the frames. The steamer will probably be in dock six weeks; and the repairs, we believe, will cost from \$45,000 to \$50,000. The *Messager Maritime* steamer *Haiphong* which went ashore about a fortnight ago at Hainan Straits, on the voyage to Haiphong from Hongkong, has also gone into dock at Hung-hom, where she will receive a thorough inspection and overhauling.

An estimate has been made by "The London Philatelist" of the extent and value of existing postage-stamp collections, based in great part on an actual census taken for the purpose. The conclusion arrived at is that the 115 members of the London Philatelic Society resident in England possess collections of the total market value of £125,000. The collections out of Great Britain are put down at £100,000.

The Java correspondent of a Straits paper writes—On Saturday, the 25th March, there was a cricket match at Batavia between eleven of H.M.S. *Pelican* and the Batavia Cricket Club. Batavia was very badly beaten. After the match there was a general scrabble at football. Then the steady shades of the Koningsplein re-echoed with British cheers and finally with laugh and song. The visitors gave some of their melodies; our youthful Hibernian vocalists "knocked 'em in" their best style and with "Auld Lang Syne" as a wind up the meeting was adjourned.

In order to raise funds to assist the sufferers by the recent Yellow River outbreak (says the N.Y. *Daily News*) it has been decided to dispose of old and useless materials at the Nanking Fair Grounds. The Viceroy first of all appealed to the Manager of the Arsenal to collect subscriptions from the workers, but as the latter did not seem particularly willing or able to respond, the sale of old stores was adopted as an alternative mode of "raising the wind."

This annual meeting of the Sheridan Consolidated Mining and Milling Company was held on the 5th inst. at the Langham Club, Mr. G. James Morrison, the Chairman presiding. The report and accounts were adopted, and the Directors and Auditors re-elected. The financial business having been transacted (says the *Daily News*), the Chairman referred to the present financial position of the Company, stating that as he understood the telegrams which had been received from the manager of the Mine, the Company's only liability was an overdraft at the Bank in Colorado of \$40,000. From the telegram which had been received for this month, he calculated the liability had been reduced to \$18,000. If the shareholders could therefore remit \$6,000, the indebtedness to the Bank would be \$10,000, and he understood the Bank would not press for that amount. Towards this \$6,000, Tis. 3,000 had been offered on bid. The remainder was to be paid up. Persons who had no fear of the Mine proving a failure, and he appealed to the shareholders to see what they could do.

The N.Y. *Daily News* has received from Dr. Maugowen, the following note on Russia's intervention to prevent the extinction of the *bichi-de-me* in Siberian waters—

Chinese dealers in *bichi-de-me* (sea slugs) anticipated a great augmentation of their year's supply of that toothsome and nutritious viand owing to the prospective increase of the number of diving gear by Japanese fisherman. The Siberian dealers, but the local government of Nagasaki has just issued an official notification stating a telegram has been received from the Japanese Consul at Vladivostok to the effect that the Russian Government prohibit further employment of diving apparatus in Siberian fisheries. The notification was given just in time to avert considerable loss to Nagasaki fishermen whose fleet was at the eve of departure for Vladivostok.

It should not be a surprise to the Japanese, who, aware of the havoc which these appliances makes among sea-slugs, have bound themselves against its use on their own coasts. The Russian authorities have now discovered that the holothurians of their Pacific coast is in danger of extermination through the abandonment of simple diving for diving gear) and hereafter that effective contrivance will be restricted to the Korean coast of which Japanese trawlers enjoy a virtual monopoly. I observe the Chinese *Nippon* magnificently accepts the ultimatum, affirming that Japanese divers so excel in their art that there is now no longer apprehension of competition; whereas, provided by diving gear, unskilled toll can enter the area of contention capable of capturing *bichi-de-me* on an equal footing.

Four men belonging to the Hongkong Regiment were charged by Inspector Hanson at the Magistracy to-day, before Capt. Hastings, with defiling a public well at Tai-mak-tao. Inspector Hanson stated that yesterday afternoon he saw the accused washing clothes at the very edge of the well, near the Naval Dockyard, Kowloon, and that the water was being polluted. The well is used by the boating population. A jemadhar from the Hongkong Regiment stated that the men of the Regiment, by orders read to them three or four days ago, were forbidden to go to the well. His Worship fined them \$3 each, with the alternative of fourteen days' imprisonment.

Fox's reminiscences of Fred Leslie it appears that, on a visit to Honolulu, he had to listen to the Hawaiian national Anthem, specially arranged for a band of Teratomis ministrils, which he repeated to the court. It has a suspicious resemblance to a tune that used to be familiar in the London streets, about a ne'er-do-well who had a penny in his pocket, la-di-dum! After the performance was over, Mr. Leslie found an opportunity to converse with the leader of the German band, and "drew" him. "Ach," Mr. Leslie said, "we had to play something, so I transposed a basic-hall melody for King Kamehameha."

A HUNGARIAN INVENTOR claims to have made a discovery which will revolutionise the textile industry. He asserts that he is able to spin ordinary wood pulp or cellulose into yarn, from which all sorts of textile tissues can be made in the ordinary way, equaling in appearance, durability, and fastness of colour, the best cotton goods. The method is not only applicable to cellulose, but also to every sort of short fibrous material—for instance, rags, scrapes of cotton, and linen goods. The fibres, whether paper pulp or textile wastes, should be dyed before being spun into yarn, so that the dyeing of the woven material is not necessary.

THE STORAGE OF PETROLEUM AT SHAMSHUIPO.

Following up the article on this subject which appeared in our issue of April 7, we propose to give a description of the methods usually adopted for the storage of petroleum in bulk, and to discuss the dangers to which the system is liable, and the safeguards which may be adopted to obviate these dangers. At a future date we hope to be able to give our readers a description of the tanks at Kowloon, the present article relating merely to tank storage generally.

In the laying out of a site for a petroleum installation, it is necessary to provide a deep water quay where the tank steamer can approach for the discharge of her cargo. The tanks are situated at a convenient distance from the quay, and a pipe line is laid from the quay to the tanks. Through this pipe the oil is discharged from the vessel by means of pumps. Cylindrical in form, with a diameter varying from 40 to 70 feet, the tanks are constructed of wrought iron or steel, and to the casual observer present somewhat the appearance of gas-holders.

The capacity of the tanks varies from 120,000 to 800,000 gallons. For filling, the discharge pipe leading from the quay passes through a hole at the top of the tank, going right to the bottom to prevent the falling oil from being converted into spray and also to prevent damage to the tank. Manholes are provided in the roof, giving access to the tank for the purposes of cleaning and gauging; and by gauge glasses and other means the quantity of water at the bottom of the tank can at all times be ascertained.

For retail purposes the oil is run off into barrels or tins. Dependent on the elevation of the tanks, this is accomplished either by gravitation or pumping. The emptying pipe from the tank is so arranged that the petroleum shall be drawn from the surface and carried to the filling station where the operation of barrelling or canning is performed.

To the engineering expert the methods adopted in the construction of a petroleum installation present no insuperable difficulties or undue dangers, but just as the introduction of gas lighting was met with a storm of opposition by the ignorant and the indolent, so is there a danger of similar misapprehension arising with regard to petroleum storage. At the same time, without desiring to create either undue apprehension or unwarrantable confidence, it is desirable to consider the objections which might be urged against the system on the grounds of public safety.

Mr. Francis said he had nothing further to add to what he said in his opening speech, and, in reply to his lordship, Mr. Pollock intimated that he did not propose to address the Committee.

Mr. Robinson replied at considerable length to the points raised by Mr. Francis on behalf of the defendants, and quoted numerous authorities bearing on the matter under dispute, particularly to the retrospective application of the new Rule under which the plaintiff was expelled from the Club.

Ris Lordship reserved judgment.

It is of some material which will not be affected by the intense heat likely to ensue should the escaped contents become ignited. An additional precaution, which might well be adopted, would be the bracing up of the walls with earth. Wherever petroleum installations are being established within the tropical zone, one point is sure to be keenly discussed; that is the effect of the sun's rays upon the tanks.

The safe arrival of the tank steamer *Couch* at Kowloon is the first time that the Red Sea and approached near to the equator on the voyage from Batavia to the Far East, she was not exposed to the same influences which most operate upon tanks on land.

It may be assumed that those who are promoting the bulk trade in this East have given due consideration to the effect of high temperatures upon refined oil, and that they have, by tests and investigations, obtained such results as justify them in believing that comparatively little risk is run from this source. As a concession to popular prejudice, however, it might not be advisable, where tanks are erected in ports within the tropics, to raise the sides of each tank so that the top might be covered by water to a depth of two or three feet.

In the important matter of the cleaning of the tanks and in the conduct of the work generally, advantages should be taken of electric lighting. This precautionary measure has been adopted by law on board tank steamers.

The wharf alongside which the steamers are moored while discharging oil should be in a sheltered position, so that the danger likely to arise from a breakage of the pipe connection may be minimised. In any case, a self-acting valve should be provided to prevent the emptying of the tank in the event of a breakage of the pipe. It may be said with safety that a great deal of apprehension with which tank steamers are regarded at present is exaggerated. All the accidents that have occurred have been due to carelessness, and nothing has been done to show that bulk storage and carriage is dangerous to such an extent as to prohibit the application of the principle to Hongkong. But at the same time, the fact must not be lost sight of that petroleum is a commodity which requires careful handling, and where so many native labourers are sure to be employed constant supervision should be insisted upon, and any regulations passed for the governing of the traffic stringently enforced. With the Ordinances and regulations bearing on the subject we hope to deal in a future article.

THE SUPREME COURT.
IN ORIGINAL JURISDICTION.
(Before His Honour Mr. Fielding Clarke, *Judge of the Peace*.)

Tuesday, April 11.

FRASER SMITH v. WHITEHEAD AND OTHERS.
The hearing of this case was resumed to day.

Mr. Francis said he had nothing further to add to what he said in his opening speech, and, in reply to his lordship, Mr. Pollock intimated that he did not propose to address the Committee.

Mr. Robinson replied at considerable length to the points raised by Mr. Francis on behalf of the defendants, and quoted numerous authorities bearing on the matter under dispute, particularly to the retrospective application of the new Rule under which the plaintiff was expelled from the Club.

Ris Lordship reserved judgment.

BURNING OF THE "KEE CHONG" HONG, SHANGAI.

This well-known building, one of the few in Shanghai, was partially destroyed by fire on the 7th inst. The *Mercury* of that date says—

It is a long time since Shanghai was visited by such a conflagration as that which this morning partially destroyed the beautiful bong on the Bund, which was for many years the head-quarters of the late firm of Russell & Co. By this time it is known that the Chinese knowledge and regret to this extent in the Settlement that the result of the underwriting is regarded as encouraging for the future. The heavy fall in silver has necessitated the transfer of a considerable sum to Capital Account, which has now written down to £2,000,000, and with the interest accrued to date, the sum of £22 per share was declared payable on 8th January last.

The figures of the accounts for the past half-year continue to afford evidence of the restriction of the Company's operations, and although the period under review has been uneventful, the recent confirmation was not confirmed. The necessary documents for the return of capital were satisfactorily carried through without loss of time, and the sum of £22 per share was declared payable on 8th January last.

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THE CHINA MAIL.

[No. 9415.—APRIL 11, 1893.]



Mails.

Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *MALWA*, Captain F. H. Serrano, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 18th April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. J. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, April 11, 1893. 641

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,

THE OVERLAND RAILWAY, AND ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, Oceanic, v. Honolulu. TUESDAY, April 18. Arctic, v. Honolulu. TUESDAY, May 9. Edie, v. Honolulu. THURSDAY, June 8.

THE Steamship *OCEANIA* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 18th April, at 1 p.m., connection being made at Yokohama with Steamer from Shanghai.

Steamer of this line pass through the INLAND SEA OF JAPAN and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Canadian Agencies to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central, J. S. VAN BUREN, Agent.

Hongkong, April 8, 1893. 652

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTOIC PORTS;
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 1st day of May, 1893, at 3 p.m., the Company's S.S. *OLDENBURG*, Captain GATTERMANN, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 30th April. (Parcels are to be sent on board; they must be left at the Agency's Office). Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has ample accommodation and carries a Doctor and Stewardess.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central, J. S. VAN BUREN, Agent.

Hongkong, April 10, 1893. 657

Hongkong, March 30, 1893. 601

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, LONDON,

HAVRE AND BORDEAUX;

ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 19th April, 1893, at Noon, the Company's Steamship *SAZILLE*, Commander F. L. L. with MAILED PASSENGERS, SPECIE, and CARGO, will leave this port for the above places, and Specie will be registered for London as well as Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 18th April, 1893. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPAUX,

Agent.

Hongkong, April 6, 1893. 642

Mails.

NORTHERN PACIFIC STREAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1893.

(SUBJECT TO ALTERATION).

Tuesday..... | Tuesday, May 2.

City of Peking, v. | Thursday, May 13.

Honolulu.... | Tuesday, May 20.

China, v. Honolulu.... | Tuesday, May 30.

THE U. S. Mail Steamship CITY OF RIO JANEIRO will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on THURSDAY, the 27th April, at 1 p.m., taking Passengers and Freight to Japan, the United States and Europe.

Contents of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Canadian Lines of Goods for United States Points should be quadruplicate, and one copy must be sent forward by the steamer to the care of The General Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, April 4, 1893. 635

Intimations.

UP THE YANGTSE.
BY E. H. PARKER,
with SKETCH MAPS.

PRICE, \$1.50.

CONTENTS:

The Yangtse Gorges and Islands in Hu-peh.

The Rivers of the Upper Yangtse.

The Waterways of the Traveller.

Through the Gorges of the Great River.

Special Observations.

A Journey in North Shantung.

North China and the Kung-tsun River.

Up the Kuei-ling River.

The Great Wall.

North Kwei Chou.

Up the Wei-ho-p.

Sz-chuan Plants.

Orders for Opium will be received by

MAESTE, LANE, CRAWFORD & CO., and

MCINTYRE, KELLY & WALTER, Limited.

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

CHINA MAIL.

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